

















## TELEGRAMS.

(Reuter's.)

## Obituary.

London, 26th April.

The death is announced of Rear-Admiral Henry May.

## The War.

A telegram from General Kuropatkin says that the Japanese the last few days have been actively preparing to bridge the Yalu and to effect a passage at various points near Wiju, two companies of infantry and a small detachment of cavalry have actually crossed fifty kilometres below Sinpoussike upon which the Russian outposts were strengthened.

LATER.

## The King's Visit to Ireland.

The King and Queen landed at Kings-town in torrents of rain, but met with a most enthusiastic welcome.

## The Australian Ministry.

A Labour Ministry has been formed in Australia, the Attorney-General being the only non-labourite member.

## The War.

A telegram from Port Arthur to St. Petersburg says that experiments with submarine boats have been a brilliant success. This is the first intimation that submarines were at Port Arthur, although it was reported weeks ago that the late Admiral Makaroff had requested some to be sent by rail.

## BOOMS IN WARFARE.

CAN THEY PROTECT HARBOURS FROM TORPEDO BOATS?

As the news gradually filters through from the East, it becomes more and more apparent that the Japs have left nothing to chance. So complete have been their arrangements for war that they have even gone the length of fitting up a boom at the harbour of Nagasaki. In view of the practical destruction of the Russian fleet, this boom is not likely to be put to the test for the simple reason that none of the Russian cruisers now in hiding are likely to pay a visit to that port.

Booms, as every schoolboy knows, are obstructions placed at the mouths of harbours, to prevent the entrance of a hostile fleet. They can be made of various materials, the most common being strong planks of wood. These planks are fixed into grooves in the masonry of the docks, or fastened securely to the banks of the estuary. They are rivetted together with iron hasps and chains, and thus effectually close the entrance.

In the event of a modern battleship or cruiser tackling a boom of moderate strength not much difficulty presents itself, unless, as was the case in the storming of the Taku Forts in China, the boom be made of huge iron spikes. On that occasion, the boom had to be removed, under a heavy fire, spike by spike by crews working in small boats. But in ordinary circumstances a cruiser would smash through a fairly strong boom.

However, with a view both to saving life and time, our Admiralty experts have been diligently experimenting with boom breaking and boom jumping, but so far the results have not been satisfactory. The damage to cruisers running against strong booms is too great to justify a second experiment, and in the case of boom jumping, with torpedo-boats and destroyers, the boats have been rendered practically useless.

The idea of using the torpedo-boat destroyer is this: In the absence of cruisers, or where the depth of water would not permit a cruiser to proceed, the torpedo-boats take the matter in their own hands. To charge the boom direct would be to court disaster, so the boom is jumped in a particular manner.

It is quite apparent that, if a slipway were attached to the boom, something after the kind in vogue at the launch of a ship from a shipbuilding yard, the torpedo-boat could surmount the obstruction; but, on the other hand, there are difficulties in the way. It is problematical whether the boat would strike the slipway fair and square on account of the swaying of the boom; so to prevent accident the theory of the slipway is inverted, so to speak. A huge plank, one end of which is flush with the keel, is firmly fixed on the bow of the vessel at an angle of 45 degrees.

The men take their stations as for ramming, and as the vessel charges the boom at full speed ahead, the plank, acting on the same principle as a slipway, strikes a glancing blow, while the bow of the vessel rises in the air.

The impact and the weight of the torpedo-boat at once submerge the boom, the idea being that she is then free to fire her torpedoes or do whatever is necessary. But, unfortunately, nearly in every experiment the bottom of the torpedo-boat has been damaged, so that so far the boom still justifies the position it has held for centuries.

A time-honoured method of obstructing a harbour or narrow channel is simply by sinking a ship. For instance, a decent-sized schooner if scuttled would effectually close up the Suez Canal. Again, at Santiago, our American cousins bottled up the Spanish fleet by sinking a collier at the entrance to the harbour. The boom at Nagasaki is built on scientific principles and is calculated to defend the harbour against any battleship attack.

## THE WAR.

WAR CORRESPONDENTS.

Of late a number of sensational war despatches have appeared in a *Hearts paper* in New York credited to "Douglas Story, Special Commissioner of the New York American in the Far East."

A well known war correspondent who is at present in Shanghai, told a *Times* man that these despatches are fakes pure and simple, and that the time one was supposed to have been sent, Douglas Story was on a steamer en route for Japan.

The innermost working of the thing is this: Douglas Story represents the *Daily Express* and that paper has an arrangement whereby it exchanges despatches with the *Hearts* papers. The latter take Story's despatches, rewrite and elaborate them, and then publish them as the work of their special commissioner. In this way the reputation of a man who has taken many years in the building is being destroyed. Douglas Story it is said is taking action against the offending paper.—*Shanghai Times*.

According to telegraphic information from Peking published in the Japanese papers, the Port Arthur *Novi Krai* has published a statement concerning the strength of the troops at Port Arthur and Vladivostok, which in the circumstances must be taken with all reserve, though it follows pretty closely statements from other sources. There are, according to the *Novi Krai*, stationed at Port Arthur the 3rd corps of infantry, 8,000 men, and the 7th corps of infantry, 8,000. There is one company of cavalry comprising 150 men, and there are two companies of artillery, each 300 strong. The regiment of fortification artillery is composed of 2,400 men. Then, according to this account, there are two battalions and one company of military engineers, 1,300 in all, and one company, consisting of 200 men, of torpedo-layers. This makes altogether 2,650 troops at Port Arthur. At Vladivostok there are 8,000 men of the 20th, 30th, 31st, and 32nd regiments, in addition to the fortification artillery.

## THE TIBET MISSION.

Simla, 14th April.

The details of General Macdonald's advance to Gyantse have been received. The Tibetans were encountered at the entrance of a narrow gorge. They were strongly posted on ridges and rocks commanding its entrance, and opened fire on the advance guard. The position they held necessitated a somewhat long turning movement with an ascent of about 2,000 feet, during which the enemy were shelled. When the general advance took place they were quickly routed, and fled in all directions. There are only three sepoy wounded on the British side, but the Tibetans lost nearly 200 killed. Their total strength was estimated at about 2,000, including the Shigatse, and Gyantse regular troops. These are now reported to be in full flight all over the country. The local Tibetans are now all pleading for peace. Three *lamas* are now on the way from the Dalai Lama; and the Chinese Amban is also understood to be en route to meet Colonel Younghusband. The Gyantse district is described as rich with ample fields of grain, and dozens of hamlets are scattered around the main town, so the troops are likely to be well provided for. Large numbers of the inhabitants have fled, and all opposition for the present seems to be entirely ended.

Gyantse (Tibet), 12th April.

The Mission arrived here yesterday after an arduous eight days' march. This morning General Macdonald took peaceful possession of the fort from the Chinese and Tibetan officials. There was some fighting on the march. The Mounted Infantry were several times fired on, and quite an action took place at the gorge about sixteen miles from here. The Tibetans occupied a series of parallel ridges, round which a narrow stone path wound almost at right angles, and gave a lot of trouble before they were finally turned out. The earlier part of the action was fought in a snowstorm. We had one Sikh severely wounded. The Tibetan loss is estimated at 150, but during the march the inclemency of the weather caused far greater hardship than the Tibetan opposition. Several times the camp was pitched in a snowstorm, and generally there was intense cold in the early morning when the tents were struck. Two followers died during the march. The route lay through an interesting and unknown country. Two great lakes, swarming with ducks and geese, were passed. The road after the lakes runs through a succession of deep valleys, entirely blotting out the view. The hills are for the most part bare and devoid of vegetation, but the valleys showed signs of cultivation. A large number of villages, many in ruins, were seen. The climate here is temperate. Some fuel is procurable on the Gyantse plain, which is 10 or 12 miles wide. The fort is located on a gigantic rock, like Edinburgh Castle, and in the dip beyond is a large and apparently very wealthy monastery, swarming with red-robed lamas. The monastery was visited this morning by General Macdonald, who informed the abbot that the priests would not be interfered with, provided they maintained a peaceful attitude. Four *lhasa* officials are said to be on their way to have an interview with Colonel Younghusband, but there is no news of the *Amban*.—(*Rangoon Times*).

The War Office is adding to its responsibilities by the care of the teeth of the British Army. From April 1 the services of eight dental surgeons are sanctioned. They will be required to devote their whole time to their duties, for which they will receive an inclusive salary of £365 per annum and travelling expenses. The instruments of torture—or as the official notification terms them, the "necessary dental appliances"—will be provided by the War Office.

## BANKRUPTCY.

CONTEMPT OF COURT.

Sitting in bankruptcy jurisdiction at the Supreme Court this morning, the Chief Justice, Sir W. M. Goodman, heard an application by Mr. J. Hays for the release from gaol of Lau Yuk Lam who was sent to prison last Thursday for contempt of Court. It was explained that the debtor had filed his statement of affairs and \$500 security would be forthcoming from his brother.

His Lordship thought it was very singular that, as soon as debtor got into prison, he could make a statement of affairs, but was to ally unable to do while a free man.

Mr. Hays observed that it was not in his interests to have the man released; he simply appeared for a petitioning creditor.

His Lordship remarked that, according to an affidavit, debtor's brother deposited \$50 as security in former proceedings and had also agreed to enter into a bond for a further sum of \$500 for the bankrupt's due appearance whenever required. He committed the man a week ago for contempt of Court, but while he had no desire to keep him an unnecessary length of time in prison, to mark his sense of the impropriety of the debtor's conduct he would allow of his release on Wednesday, the 4th May.

R. R. A. COLLINS.

In connection with the bankruptcy of R. A. Collins, which has been before the Court on several occasions, Mr. H. W. Looker, of Messrs. Deacon, Looker and Deacon, applied on behalf of a judgment creditor for payment of costs out of the estate. He submitted that according to the Ordinance where a creditor, at his own expense, incurred costs which resulted in property being preserved for the benefit of the general creditors, it was only right and fair that the costs he had taken upon himself should be refunded. There was before His Lordship, for approval, a scheme of composition by which debtor agreed to pay \$50 a month, which he estimated would pay his debts in the course of two years.

His Lordship was of opinion that the application did not fall in the terms of the Act of Parliament, the object of which was very clear. If a person brought an action and issued execution, and a quantity of goods was seized from the debtor, thereby securing them, it was only right and proper that the creditor preserving the goods should have his costs. In the present instance nothing of the kind had been done, and he was not satisfied that the application came within the letter or the spirit of the Act.

Before the Court adjourned, his Lordship, addressing the Official Receiver, said that he took it he (Mr. Shepherd) did not support the application.

Mr. Shepherd:—No, my Lord. I cannot understand why he applied; it does not come under the Act at all.

His Lordship:—He wanted to argue the principle, although the act of issuing execution itself was not done.

A COMPOSITION.

Mr. O. D. Thomson then applied in connection with the above debtor, that the composition, which had been accepted by the creditors, be approved. It provided for the payment of \$50 a month to be divided amongst creditors until the whole of the debts were paid.

His Lordship approved the scheme.

## TRAPPING CROCODILES IN BORNEO.

The Sugut river can probably claim to be the worst river for crocodiles in Borneo, both on account of the number and size of the amphibious creatures and also by reason of their frequent attacks on human beings. Last year no less than four persons were taken by these monsters, two of the victims being seized in broad daylight and when in company with other people. One would imagine that these tragedies would induce the natives to adopt some means of revenge, but like all Mohammedans they are fatalists and take this scourge without the least attempt to rid the neighbourhood of the pest. Nothing shaking their indifference, writes Mr. G. C. Irvi, in the *British North Borneo Herald*, I determined to see what could be done to reduce the number of crocodiles. I found that shooting them when floating in the water gave little satisfaction, as even if hit they immediately sank and were never seen again. I next tried to catch them with hook and line, the method being to use a piece of *nebang*, sharpened at both ends, at the end of a long stout rope baited with a dead chicken. This invariably resulted either in the loss of the tackle or the escape of the crocodile. My other and successful attempt was made some four months ago, since when I have caught ten crocodiles of different sizes. The idea is by no means original, having been tried with great success on the Lubuk River and again on the Sugut by Mr. Isomonger. An enclosure about twenty-five feet long and four feet broad is constructed out of stout poles lashed firmly together. At one end of the trap a heavy drop-gate is hung between four stout posts to ensure its dropping straight down and securely closing the entrance. The drop-gate is held in position by a rope passed through a block on a high cross bar and carried thence down to the bottom of the trap where it is fixed to a very ingenious slipping bar. The trap thus made is baited, care being taken to place the bait some four feet beyond the slipping bar. As soon as the bait has remained long enough to become a little the worse for hanging, for there are half a dozen crocodiles waiting to make a meal and very soon one of them will enter the trap and stepping bar, release the gate and find himself a prisoner awaiting execution. I have now made two of these traps and intend making four more thus reducing, if possible, the danger in approaching the river banks at night time.

## RUSSIA'S PERIL.

CORRUPTION HOLDS HER IN THRALL.

AMAZING DECEPTION.

St. Petersburg, March 18.

I learn upon an authority I can trust—a rare thing in this country—that the Czar, who has been so weak in many matters, has taken up a firm stand in his determination to see that the Augean stables of Russian official corruption are properly and thoroughly cleansed.

A few weeks ago a great English engineer was hastily summoned to Russia by the Imperial Government. He was asked to undertake the work of supervising the construction of the various men-of-war now hastily being built. The Englishman inspected the vessels, and said that he would in no wise consent to do the work unless he were allowed to employ English workmen and purchase English or American engines. The Government replied that at the present time the employment of foreign labour was quite impossible. On the other hand, they promised to get the work done as honestly as might be, and said that they would put no limit to the Englishman's fee—the Imperial Treasury was open to him.

TEMPTATION OVERCOME.

The Englishman flatly declined, in spite of the temptation offered, to have anything to do with the ships, that he declared could scarcely withstand a storm at sea. He declined all further communication with the Government, and went home to England.

His step is scarcely surprising, when one considers the methods by which Russian ships are built. For instance, each rivet is given every morning so many riviets to make secure. He puts in, very badly, say half the number; putty does the rest. The remainder of the rivets he sells for a few pence outside the dock yard gates, giving a percentage of the proceeds to the foreman as the price of his silence.

Constructed on these principles, a gunboat was launched a short time ago upon the Baltic. In honour of her own launching the gunboat fired a salute. One of the guns was a heavy one—officially it was supposed to be on board a battleship—and the discharge was so shattering that the plates were loosened and the little craft sank.

GIGANTIC SCANDAL.

Perhaps the gravest scandal occurred at the Naval Stores in St. Petersburg. They were huge buildings, occupying the whole of one side of the street, and were believed to contain supplies sufficient to sustain a prolonged naval conflict. The Czar ordered an inspection, but the officials in charge of the depot could never have survived an overhauling such as contemplated. The depot was very empty indeed.

It is a strange thing, but none the less true, that on the night before the day appointed for the inspection the huge building burst into flames in ten different places. By morning, only the charred walls remained.

Corruption, too, is doing its deadly work at Port Arthur. It is stated that there are sufficient coal and sufficient provisions to enable the port and fleet to endure a two years' siege. There is nothing of the kind. When 100,000 tons of coal are ordered for Port Arthur, only 5,000 tons or so ever reach that place. The money that should have paid for the other 95,000 have been divided between the high officials who ordered the coal and those who should have received it.

THE SOLDIERS SUFFER.

In summer weather forty soldiers are packed for transport into one freight wagon, but in winter the number is reduced to thirty for the purpose of giving the soldiers a stove. Train after train left different parts of Russia just after the commencement of the war with thirty men in a truck—but there were no stoves. So thousands of unfortunate men, with no other means of warmth than could be gained by huddling together, had to travel week after week together down that endless Siberian railway line, in a temperature that was 30 degrees, or 40 degrees, below zero. It is scarcely surprising that over a thousand men died from cold in one week alone. No one troubled about the victims of some official's greed.

A glaring case of corruption came under my own notice a few days ago. A Government department gave an order for £25,000 worth of goods to a well-known firm in St. Petersburg. The official who conducted the negotiations explained to my friend that his terms for placing the contract with him would be 2 per cent on the gross amount. The manager of the firm had to agree quickly lest the order should go to his rival. In the ordinary course of business in Russia he added the goods and charged it to the Government.

From the contemplation of his all-embracing slough of robbery the men of other nations may extract a certain amount of cynical comfort. Corruption will probably save the world from a Russian China.

W. HOLT WHITE.

## COMMERCIAL.

Shanghai advices, dated 23rd inst., state:—Business reported:—Cantons at \$177. Lands at Tls. 109. Langkats at Tls. 291 for 20th inst. Sumatras at Tls. 64. Hall and Holu at \$30. Astors at \$35.

Business done direct:—Farnham, Boyds at Tls. 144 cash and Tls. 145 for 29th inst. Lands at Tls. 109. Chinese Engineering and Mining at Tls. 64. Weihaiwei Gold Mines at \$174. Chinese Engineering and Mining 6 per cent. debentures of £20 each at £17.6.

## SHANGHAI SHARE REPORT.

The following résumé of the week's share transactions is from Messrs. J. A. Sullivan and Co.'s report, published on the 21st April.

Very little change in quotations has occurred this week and although a fair business has been done the market is quieter at the close. Exchange on London is firmer and to-day's sight rate is quoted at 1/5 3/16. Hongkong wires 7 3/4 for 3 days' paper. Consols £88 1/2.

Marines are stronger all round. North-Chinas are in demand at Tls. 67 1/2, at which price a few shares have changed hands. The Union Insurance Society of Canton has declared a bonus of 20 per cent. to contributors payable 1st May. Shares have been sold locally at \$505, and to-day are wanted at \$510. Yangtze Bonds are in demand. There have been sales made in Hongkong of China Traders at \$50.

Wharves.—Shanghai and Hongkong Wharf shares have been placed at Tls. 15 1/2 and are wanted. For this month's settlement Tls. 150 has been done and to-day better prices are offered. For June Tls. 155 is recorded, and for July sales at Tls. 15 1/2 are announced. Yangtze Godowns have changed hands at Tls. 185 and Tls. 190. There are buyers of Kowloons at \$96.

Shipping.—Indo-Chinas have found buyers at Tls. 68 and Tls. 70 for cash. For the account at Tls. 68 7/8, Tls. 69 1/2, Tls. 70 7/8 and Tls. 71. July shares have received strong support at Tls. 71 1/2, Tls. 71, Tls. 71 1/2, Tls. 72 and Tls. 73. Hongkong quotes \$97, buyers. Macao Steamboats are wanted at \$29. Tug and Lighters Ordinary shares have been sold at Tls. 47 1/2 to Tls. 48 for cash; Preference at Tls. 46 1/2.

Docks.—Cash Farnham Bonds have a tendency at Tls. 145, 147 and Tls. 146. For the clearance at Tls. 145, 148, Tls. 147, Tls. 146 and Tls. 145 have been quoted. July sales have been done at Tls. 146 and Tls. 147. For July numerous sales have been effected at Tls. 150, Tls. 148, 148 1/2, Tls. 148, 147. Hongkong and Whampoa Docks are quoted in Hongkong at \$206, buyers.

Lands.—Shanghai is having changed ownership at Tls. 17 to Tls. 10 1/2. Hongkong is wanted at 147. A sale of Humphreys is reported at \$103. Wei-hai-wei Lands are offered at Tls. 10.

Cottons.—Laou-Kung-Mows are quiet. Internationals are wanted. Ewos are not inquired for.

Sugars.—Peraks have been sold at Tls. 50 and are wanted. In Hongkong Chinas are still quoted \$122.

Mining.—Chinese Engineering and Mining Co. shares have been placed at Tls. 64. The 21st report from the Wei-hai-wei Gold Mines states that assays show 5 to 12 dwts of gold to the ton. It is calculated that the silver found in the mines will alone pay the working expenses and if this prove to be true, there are big possibilities in the near future.

Tobaccos.—The Sumatra Tobacco Co. have received telegrams from Amsterdam advising sales of 300 bales of tobacco at 2 1/2 gilds. Shares have changed ownership at Tls. 51 and are wanted to-day at Tls. 54. Maatschappij in fangkat shares have been dealt in for cash at Tls. 29 1/2, Tls. 29 1/2 and Tls. 29 1/2. For the end of the month at Tls. 29 1/2, Tls. 29 1/2 and Tls. 29 1/2. June sales have been reported at Tls. 30 1/2, Tls. 30 1/2, 30 1/2 and Tls. 29 1/2 and July at Tls. 300.

## TO-DAY'S EXCHANGE.

Selling.	
London—Bank T.T.	1/9 7/16
Do. demand	98 1/2
Do. 4 months' sight	1/9 11/16
France—Bank T.T.	24 1/2
America—Bank T.T.	182 1/2
Germany—Bank T.T.	182 1/2
India T.T.	133 1/2
Do. demand	134
Shanghai—Bank T.T.	72 1/2
Japan—Bank T.T.	88
Singapore—Bank T.T.	Nominal
Java—Bank T.T.	107 1/2
Buying.	
1 months' sight L/C	1/9 13/16
6 months' sight L/C	1/9 15/16
30 days' sight San Francisco & New York	44 1/2
4 months' sight do.	44 1/2
10 days' sight Sydney and Melbourne	1/10 1/16
1 months' sight France	228 1/2
6 months' sight do.	230
6 months' sight Germany	187 1/2
Bar Silver	25 1/2
Bank of England rate	25 3/4

## OPIMUM QUOTATIONS.

To-day's quotations are as follows:—	
Per chest	
Malwa New	@ 962/970
" Old	@ 1,011/1,060
" Oldst	@ 1,080/1,100
" Oldest	@ 1,180/1,200
Patna New	@ 1,045
" Old	@ 1,155
Penares New	@ 1,045
" Old	@ 1,035
Persian Paper	@ 890/920

## To-day's

## Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAITONG."

Captain Gibson, will be despatched for the above ports, on SATURDAY, the 30th inst., at 4 P.M.

For Freight or Passage, apply to DOUGLAS, LAIPRAK & Co., General Managers.

Hongkong, 28th April, 1904. [565]

FROM HAMBURG, BREMEN, PENANG AND SINGAPORE.

THE H. A. L. Steamship

"ARAGONIA."

Captain Schult, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th of May will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 5th of May, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE

Hongkong Office.

Hongkong, 28th April, 1904. [566]

## To-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, FOR ACCOUNT OF MAJOR BRYAN, TO-MORROW, (FRIDAY), the 29th April, 1904, at 2.30 p.m., at No. 12, Knutsford Terrace, Kowloon, THE WHOLE OF HIS HOUSEHOLD FURNITURE contained therein.

Particulars as per Catalogues. TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 28th April, 1904. [562]

A DELIGHTFUL MARINE

EXCURSION

on

SUNDAY, May 1st, 1904.

THE Commodious Steamship "SAN CHEONG" will make an excursion round the ISLAND and to MIRS BAY (Weather Permitting).

By kind permission of Captain H. A. Carleton the Band of the 93rd Burma Infantry will play Popular Selections during the trip.

REFRESHMENTS can be obtained on board.

TICKETS \$5. Children half price, may be obtained at Messrs. KELLY & WALSH, Messrs. B. F. W. & Co. and on board.

THE STEAMER LEAVES the *San Cheong* wharf at 10.30 a.m., Sunday, May 1st, 1904, and will arrive back about 6.30 p.m.

Only a limited number of tickets. Hongkong, 28th April, 1904. [563]

FOR SINGAPORE, PENANG AND

CUTLUTTA.

THE Steamship

"CATHERINE APCAR."

Captain A. Stewart, will be despatched for the above ports, on TUESDAY, the 3rd proximo, at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 28th April, 1904. [564]

ZETLAND LODGE.

No. 55, E.C.

A REGULAR MEETING of ZETLAND LODGE will be held at the FREEMASONS' HALL, Zetland Street, on MONDAY, the 2nd May, at 8.30 for 9 P.M. precisely.

Visiting Brethren are cordially invited to attend. Hongkong, 28th April, 1904. [567]







**PRAK**

"At length I was attracted by an article in Birmingham paper on the subject of the remarkable cures wrought by Dr. Williams' pink pills for pale people. I persuaded my husband to let me give them a trial, and he obtained two bottles. I had become so bad that I had to busy myself in order to get my breath, and it was misery to be about, and still worse to lie in bed. At the end of the second bottle I noticed distinct improvement. I took five bottles altogether, and I am now in excellent health and can enjoy my food."

Neither Mr. nor Mrs. Houghton raised an objection to the proposal that the interview should be given every publicity.

Men as well as women benefit by the new blood and new strength which Dr. Williams' pink pills are able to give. But it is only the genuine pills which have the virtue.

If Mr. and Mrs. Houghton had used an imitation or substitute they would be suffering still. It is the genuine pills bearing Dr. Williams' name (and to be obtained post free for two and ninepence from Dr. Williams' Medicine Company, Holborn Viaduct, London) if readers have any difficulty in purchasing the genuine (at shops) which have cured so many cases of anæmia, bile, consumption, fits, gout, indigestion, kidney disease, paralysis, locomotor

## WHAT A BOILERMAKER ENDURES

### ACCIDENT IN AN ENGLISH COAL PIT.

While working in a Hanley coal pit some years ago John Henshall lost an eye from a spark at the pick-end. The injury caused inflammation, which compelled the doctors to remove the eye. Finding his occupation as a miner gone, he has since worked as a gardener and at odd work. He is a most respectable and intelligent man, the victim of repeated misfortunes.



Mr. John Henshall.  
Victim of an accident at Hanley

"I am getting on in years," he said—"near sixty-eight"—and since I lost my eye I have done no work in the pits. That is, however, not the only trouble I have had. For twenty years I was laid up with an attack of liver complaint which caused acute indigestion. I also suffered from nervous debility. I had agonising pain in the head, and was subject to feelings of giddiness. I was hardly able to eat, and went into a very weak, low, and depressed state of health. Indeed, I used to think of killing myself. I had been told that Dr. Williams' pink pills were good, and but for Dr. Williams' pink pills I don't know what would have become of me.

"To see if I could get any benefit," said Henshall, continuing his story, "I went to Rhyl, and spent three weeks at one of the most valetudinal homes there. But I got no better in fact, while I was at Rhyl! I thought my wife was approaching, and feeling that I should rather die at home, I came back to Staffordshire. I still suffered on my return, and, at a time I became an out-patient at the New Staffordshire Infirmary. It was Dr. Williams' pink pills for pale people that eventually cured

"How came you to take them?"

"Why, my son came from the North-England to visit me, and to tell if the church would be as good as I went back with to him."

"And you was at that time, take Dr. Williams' pink pills for pale people, and gave me some to try. I took the greater if a bottle and in a fortnight they made a nan of me. I was able to go to work."

"And how is your health to-day?" was next question.

"Oh, I am much better," replied Mr. Henshall. "I have a better appetite, my nerves are stronger, and I seem to have more vigour than I did. Considering my age, I am feeling fit indeed."

Mr. Henshall, asked if he had any objection to his story being published, said: "I only told you what is true, and there can be no objection to that being published."



MR. AND MRS. HOUGHTON  
(From Photographs.)

giddiness in my head also became so severe that I was eventually too timid to go out. I was afraid of falling against tramcars or

The experience of Mr. Henshall is that many who have suffered from diseases arising from poor blood and shattered nervous system, such as, anemia, indigestion, vagrancy, bile, consumption, eczema, headache, rheumatism, kidney diseases, rheumatism, scrofula. Dr. Williams' pink pills have cured these and other diseases in countless cases. Women they especially help in those characteristic troubles which they do not talk a cure for. The pills are not a cure-all. They cure action on the blood and on the nerves, such as, the paralysis, locomotor ataxy, St. Vitance, neuralgia. Only the genuine bearing Dr. Williams' name, cure. Substitutes are sold. Genuine pills post free. Williams' Medicine Company, Holborn-via-London, for two shillings and ninepence. You can be had at all medicine shops if you care to get the right ones, which did so good to this victim of Accident and Misfortune.

**PRAK**

"At length I was attracted by an article in Birmingham paper on the subject of the remarkable cures wrought by Dr. Williams' pink pills for pale people. I persuaded my husband to let me give them a trial, and he obtained two bottles. I had become so bad that I had to busy myself in order to get my breath, and it was misery to be about, and still worse to lie in bed. At the end of the second bottle I noticed distinct improvement. I took five bottles altogether, and I am now in excellent health and can enjoy my food."

Neither Mr. nor Mrs. Houghton raised an objection to the proposal that the interview should be given every publicity.

Men as well as women benefit by the new blood and new strength which Dr. Williams' pink pills are able to give. But it is only the genuine pills which have the virtue.

If Mr. and Mrs. Houghton had used an imitation or substitute they would be suffering still. It is the genuine pills bearing Dr. Williams' name (and to be obtained post free for two and ninepence from Dr. Williams' Medicine Company, Holborn Viaduct, London) if readers have any difficulty in purchasing the genuine (at shops) which have cured so many cases of anæmia, bile, consumption, fits, gout, indigestion, kidney disease, paralysis, locomotor

## WHAT A BOILERMAKER ENDURES

### ACCIDENT IN AN ENGLISH COAL PIT.

While working in a Hanley coal pit some years ago John Henshall lost an eye from a spark at the pick-end. The injury caused inflammation, which compelled the doctors to remove the eye. Finding his occupation as a miner gone, he has since worked as a gardener and at odd work. He is a most respectable and intelligent man, the victim of repeated misfortunes.



Mr. John Henshall.  
Victim of an accident at Hanley

"I am getting on in years," he said—"near sixty-eight"—and since I lost my eye I have done no work in the pits. That is, however, not the only trouble I have had. For twenty years I was laid up with an attack of liver complaint which caused acute indigestion. I also suffered from nervous debility. I had agonising pain in the head, and was subject to feelings of giddiness. I was hardly able to eat, and went into a very weak, low, and depressed state of health. Indeed, I used to think of killing myself. I had to go to Dr. Williams' pink pills. I don't know what would have become of me.

"To see if I could get any benefit," said Henshall, continuing his story, "I went to Rhyl, and spent three weeks at one of the most valetudinal homes there. But I got no better in fact, while I was at Rhyl! I thought my life was approaching, and feeling that I should rather die at home, I came back to Staffordshire. I still suffered on my return, and, at a time I became an out-patient at the New Staffordshire Infirmary. It was Dr. Williams' pink pills for pale people that eventually cured

"How came you to take them?"

"Why, my son came from the North-England to visit me, and to tell if the church would be as good as I went back with to him. My son was at that time, talking to Dr. Williams' pink pills for pale people, and gave me some to try. I took the greater part of a bottle and in a fortnight they made a nan of me. I was able to go to work."

"And how is your health to-day?" was the next question.

"Oh, I am much better," replied Mr. Henshall. "I have a better appetite, my nerves are stronger, and I seem to have more vigour than ever. Considering my age, I am feeling fit indeed."

Mr. Henshall, asked if he had any objection to his story being published, said: "I only told you what is true, and there can be no objection to that being published."



MR. AND MRS. HOUGHTON  
(From Photographs.)

giddiness in my head also became so severe that I was eventually too timid to go out. I was afraid of falling against tramcars or

The experience of Mr. Henshall is that many who have suffered from diseases arising from poor blood and shattered nervous system, viz., indigestion, constipation, anemia, scurvy, rickets, consumption, eczema, headache, indigestion, kidney diseases, rheumatism, and skin diseases, have been cured by Dr. Williams' pink pills have cured these and other diseases in countless cases. Women they especially help in those characteristic troubles which they do not talk a cure. The pills are not a cure-all. They cure action on the blood and on the nerves, such as, the paralysis, locomotor ataxy, St. Vitance, neuralgia. Only the genuine bearing Dr. Williams' name, cure. Substitutes are sold. Genuine pills post free. Williams' Medicine Company, Holborn-via-London, for two shillings and ninepence. can be had at all medicine shops if you care to get the right ones, which did so good to this victim of Accident and Misfortune.

Also JEFFREY'S popular EDINBURGH XXX STOUT in cases of 7 doz. pints



## Mails.

COMPAGNIE DES MESSAGERIES  
MARITIMES.  
PAQUEBOTS-POSTE FRANÇAIS.

## NOTICE.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, PONDICHERY, CALCUTTA,  
HOMBAY, ADEN, DJIBOUTI, EGYPT,  
MARSEILLES, MEDITERRANEAN AND  
BLACK SEA PORTS, LONDON,  
HAVRE, BORDEAUX;

ALSO  
PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 3rd May, 1904,  
at 1 P.M., the Company's Steamship  
"ANNAM," Captain R. Girard, with Mails,  
Passengers, Specie and Cargo, will leave  
this Port for MARSEILLES, via Ports of Call,  
WITHOUT TRANSHIPMENT.

This Steamer connects at COLOMBO with  
the Australian Line S.S. *Nera* bound for  
MARSEILLES via BOMBAY and ADEN.

Cargo and Specie will be registered for  
London as well as for Marseilles, and accepted in  
transit through Marseilles for the principal  
places of Europe.

Shipping Orders will be granted till Noon  
only on MONDAY, the 2nd May, Specie  
and Parcels received until 4 P.M. on the same  
day. No Cargo will be received on board on  
TUESDAY.

Parcels are not to be sent on board; they  
must be left at the Agency's Office. Contents  
and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 20th April, 1904.



THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

## STEAM FOR.

STRAITS, CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND  
LONDON.

(Through Bills of Lading issued for BATAVIA,  
PERSIAN GULF, CONTINENTAL, AMERI-  
CAN and SOUTH AFRICAN PORTS.)

## THE Steamship

## "MALTA,"

Captain C. L. Daniel, carrying His Majesty's  
Mails, will be despatched from this Port for  
BOMBAY, on SATURDAY, the 7th May,  
at Noon, taking Passengers and Cargo for the  
above Ports.

Stk and Valuables; all Cargo for France  
and Tea for London (under arrangement) will  
be transhipped at Colombo into a steamer  
proceeding direct to Marseilles and London.  
Other Cargo for London, &c., will be conveyed  
via Bombay.

Parcels will be received at this Office until  
5 P.M. the day before sailing. The Contents and  
Value of all Packages are required.

Shippers are particularly requested to note  
the terms and conditions of the Company's  
Bills of Lading.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 25th April, 1904.

## Consignees.

FROM HAMBURG, BREMEN, ROTTER-  
DAM, ANTWERP, PENANG AND  
SINGAPORE.

## THE H. A. L. Steamship

## "STRASSBURG,"

Captain Madson, having arrived from the  
above Ports, Consignees of Cargo are hereby  
requested to send in their Bills of Lading for  
countersignature by the Undersigned and to take  
immediate delivery of their goods from  
alongside.

Optional Cargo will be forwarded unless  
notice to the contrary be given before Noon  
TO-DAY.

Any Cargo impeding her discharge will be  
landed into the Godowns of the Hongkong and  
Kowloon Wharf and Godown Co., Limited,  
and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods  
have left the Godowns and all Goods remaining  
undelivered after the 2nd May will be subject  
to rent.

All broken, chafed and damaged Goods are to  
be left in the Godowns, where they will be  
examined on the 2nd May at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 25th April, 1904.

THE PORTLAND AND ASIATIC  
STEAMSHIP COMPANY.

## NOTICE TO CONSIGNEES.

## S.S. "INDRAVELLI,"

FROM PORTLAND (OR), YOKOHAMA,  
KOBE AND MOJI.

THE above steamer having arrived, Con-  
signees of Cargo are hereby requested to  
send in their Bills of Lading for Countersignature  
and to take immediate delivery of their  
goods from alongside.

Cargo impeding the discharge of the vessel  
will be landed and stored at Consignees' risk  
and expense.

No Fire Insurance will be effected by us in  
any case whatever.

ALLAN CAMERON,

General Agent.

Hongkong, 23rd April, 1904.

## Consignees.

NORDDEUTSCHER LLOYD, BREMEN.  
IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

## THE Steamship

## "DAYERN,"

of the NORDDEUTSCHER LLOYD,  
having arrived, Consignees of Cargo are hereby  
informed that their Goods, with the exception  
of Opium, Treasure and Valuables, are being  
landed and stored at their risk into the Godowns  
of the Hongkong and Kowloon Wharf and  
Godown Company, Limited, Kowloon, whence  
delivery may be obtained.

Optional Cargo will be forwarded unless  
notice to the contrary be given before 11 A.M.  
TO-DAY.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 3rd May, will be subject  
to rent.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on TUESDAY, the 3rd May, at  
9.30 A.M.

All Claims must reach us before the 8th  
May, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the  
Undersigned.

NORDDEUTSCHER LLOYD

MELCHERS & CO.,

Hongkong, 27th April, 1904.

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND  
SINGAPORE.

## THE Steamship

## "CATHERINE APCAR,"

having arrived from the above Ports, Consignees  
of Cargo are hereby informed that their Goods  
will be delivered from alongside.

Cargo impeding the discharge will be landed  
at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of  
the 28th instant, will be landed at Consignees'  
risk and expense into the Godowns of the  
Hongkong and Kowloon Wharf and Godown  
Co., Limited.

Consignees of Cargo from SINGAPORE and  
PENANG are requested to take IMMEDIATE  
DELIVERY of their Goods from alongside,  
such Cargo impeding the discharge of the vessel  
will be landed and stored at Consignees' risk and  
expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by  
DAVID SASSOON & Co., LIMITED.

Hongkong, 26th April, 1904.

## PACIFIC MAIL STEAMSHIP COMPANY.

## NOTICE.

## CONSIGNEES OF CARGO per Steamship

## "ALGOA,"

The above Steamer having arrived, Consignees  
of Cargo are hereby requested to send in their  
Bills of Lading for countersignature, and to  
take immediate delivery of their Goods from  
alongside.

Cargo impeding discharge and undelivered  
by WEDNESDAY, the 27th instant, at 5 P.M.,  
will be landed and stored at Consignees' risk  
and expense.

No Fire Insurance will be effected.

E. W. TILDEN,

Agent.

Hongkong, 23rd April, 1904.

## NOTICE TO CONSIGNEES.

## THE P. &amp; O. S. N. Co.'s Steamship

## "CHUSAN,"

FROM BOMBAY, COLOMBO AND  
STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods  
are being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by  
mark, and delivery can be obtained as soon as  
the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. *Marmora*.

From Australia, ex S.S. *Oceana*.

From Calcutta, ex S.S. *Nabin*.

From Persian Gulf, &c., ex B. I. S. N. and  
B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless  
instructions are given to the contrary before  
3 P.M. TO-DAY.

Goods not cleared by the 28th instant, at  
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in  
any case whatever.

Damaged Packages must be left in the  
Godowns for examination by the Consignees  
and the Company's representative at an  
appointed hour.

All Claims must be presented within ten  
days of the steamer's arrival here after which  
date they cannot be recognized.

No Claims will be admitted after the Goods  
have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 22nd April, 1904.

## NOTICE TO CONSIGNEES.

## THE P. &amp; O. S. N. Co.'s Steamship

## "BANCA,"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by mark,  
and delivery can be obtained as soon as the  
Goods are landed.

This vessel brings on Cargo:—

From Persian Gulf, ex B.I.S.N. and B. & P.

S. N. Co.'s Steamers.

Goods not cleared by the 28th instant at  
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in  
any case whatever.

Damaged packages must be left in the Go-  
downs for examination by the Consignees and  
the Company's representative at an appointed  
hour.

All claims must be presented within ten  
days of the steamer's arrival here after which  
date they cannot be recognized.

No claims will be admitted after the goods  
have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 22nd April, 1904.

## SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & PORTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP	RESERV.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	8,000	\$15	\$25	\$10,000,000 \$6,500,000 \$10,000	\$1,417,366	Div. of £1.10/- and bonus of 10/- @ exchange 1/8/- = \$22.00 for half-year ending 31.12.1903.	6 1/2 %	\$655 London 64 \$36 buyers \$10
National Bank of China, Limited. Do. Founders'	4,453 750	£10 £1	£8 £1	\$175,533 \$191,973	\$21,668	\$2 (London 3/6) for 1903 None	5 1/2 %	
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,000 \$569,143 \$784,415 \$906,772 \$50,000 \$191,972 \$331,142 \$322,134	\$1,959,926	\$32 for 1902	6 1/2 %	\$525 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$35	\$1,912,334 \$331,142 \$322,134	Nil.	\$4 for year ended 30.4.1903	6 1/2 %	\$60 buyers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 500,000 Tls. 31,850	Tls. 27,589	Final of £1 making £2 for 1902		Tls. 67 1/2 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$700,000 \$37,000 \$1,300,000 \$1,000,000	\$86,284	\$12 for 1902	10 %	123 buyers
Canton Insurance Office, Limited	10,000	\$250	\$51	\$1,300,000 \$50,000	\$110,551	\$15 for 1902	8 %	\$185 buyers
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	\$150	\$50	\$1,308,856 \$1,000,000	\$371,110	\$22 1/2 for 1902	7 1/2 %	\$290 buyers
China Fire Insurance Company, Limited	20,000	\$100	\$0	\$125,675 \$1,561	\$319,047	\$6 dividend & \$1 bonus for 1902	8 1/2 %	\$83 1/2
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$15,000 \$633,000 \$149,409 \$1,400,000 \$1,000,000	\$41,538	\$1 1/2 for second half-year 1903	10 1/2 %	29
Indo-China Steam Navigation Company, Limited	60,000	£10	£0	£100,000 £1,000,000	£5,380	10/- for 1902	6 %	\$95
China and Manila Steamship Company, Limited	30,000	\$30	\$50	none	Dr. \$63,123	\$5 for 1902		\$21 1/2 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,000 \$71,855	Nil.	\$3 for year ended 30.6.1903	8 1/2 %	\$36
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$55,000	\$137	\$1.20 for year ending 30.4.03	3 1/2 %	\$32 buyers
Straits Steamship Company, Limited	5,000	\$100	\$100	\$7,750		\$60 cts. for year ending 30.4.03	3 1/2 %	\$2 buyers
"Shell" Transport and Trading Company, Limited	200,000	£1	£1	\$35,000 £4,000,000	\$19,555	\$8 for second half year 1902 Interim of 1/- (Coupon No. 4) for 1903	11 % 5 %	\$145 22 1/2 buyers
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 98,000 Tls. 201,614	Tls. 865	Final of Tls. 1 making Tls. 2 for 1903	5 1/2 %	Tls. 35
Shanghai Tug and Lighter Company, Limited Do. Preference	100,000 100,000	Tls. 50 Tls. 50	Tls. 50 Tls. 50	none	Tls. 55,541	Final of { Tls. 2 1/2 making Tls. 4 } { Tls. 1 1/2 making Tls. 3 1/2 }	9 1/2 % 7 1/2 %	Tls. 48 buyers Tls. 47 sales
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Final of \$7 making \$12 for 1902		\$138 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897		\$10 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 2 1/2 for year ending 30.9.03	5 %	Tls. 51 sales
MINING.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,539,632	Fcs. 85,706	Interim of Fcs. 30 for 1903		\$500
Raub Australian Gold Mining Company, Limited	150,000	£1	18/10	£4,873	Dr. £7,236	No. 12 of 1/-		\$6 sellers
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£20,000	£6,671	No. 2 of 1/-		Tls. 6 1/2 buyers
DOCKS, WHARVES & GODOWNS.								
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$8,750	\$425,340	\$6 dividend and \$1 bonus for second half year 1903	6 1/2 %	\$212 buyers
S. C. Farham, Boyd & Co., Limited	55,700	Tls. 100	Tls. 100	Tls. 850,000	Tls. 43,124	Int. of Tls. 5 for half year ending 31.10.03	7 %	Tls. 145 buyers
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$1,850,000		\$5 for 2nd half year 1903	4 1/2 %	\$245 sales
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000		\$10 div. and \$2 1/2 bonus for 1903	4 1/2 %	\$195 buyers
Do. Preference	2,750	\$100	\$100	\$50,000		\$7 dividend	6 1/2 %	\$110
Howarth Erskine, Limited	12,000	\$100	\$100	\$50,000		\$10 for first half year 1902		\$205 buyers
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	30,000	\$50	\$50	\$50,897 \$250,000	\$28,015	Final of \$2 1/2 making \$5 for 1903	5 %	\$101
Shanghai and Hongkew Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 487,107 Tls. 50,913	Tls. 22,895	Final of Tls. 6 making Tls. 11 for 1903	7 1/2 %	Tls. 152 1/2 buyers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 6,000	Tls. 1,760	Tls. 18 for 1903	6 1/2 %	Tls. 190 sales
New Amoy Dock Company, Limited	6,000	\$60	\$60	\$55,500	\$4,548	\$2 1/2 for 1902	7 1/2 %	\$37 1/2 sellers
LANDS, HOTELS & BUILDING.								
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000 Tls. 800,000 Tls. 150,000 Tls. 17,144	\$51,966	Final of \$6 making \$12 for 1903	8 %	\$150 buyers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 5	Tls. 150,000 Tls. 17,144	Tls. 37,634	{ Final of Tls. 3 & bonus of Tls. 2 making } { in all Tls. 8 for 1903 }	7 1/2 %	Tls. 108 sales
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 54,626	Tls. 335	Final of Tls. 5 making in all Tls. 9 for 1903	7 %	Tls. 130 sellers
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	none		Interim of Tls. 2		Tls. 55
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$636	\$2.60 for 1903		\$35
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None	7 1/2 %	Tls. 10
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,362	Final of 1.70 making \$3.20 for 1903	6 1/2 %	\$52 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 \$10,771 \$20,000	\$3,161	\$5 for second half-year 1903	7 1/2 %	\$136 buyers
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	Tls. 29,000	Tls. 655	Final of Tls. 4 making Tls. 9 for 1903	6 %	Tls. 146 buyers
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$22,500	\$16,301	\$2 1/2 for year ended 30.6.30	7 1/2 %	\$35 sellers
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 6,804	Tls. 1,496	Tls. 1 1/2 for the year ending 31.3.1903	10 %	Tls. 15
Queen's Hotel (Wei-hai-wei)	9,000	Tls. 25	Tls. 25	none		First year		Tls. 25
Tientsin Hotel, Limited	600	\$20	\$20	none	\$1,989	\$5 for the year ending 28.2.1903	13 1/2 %	\$40
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Tls. 3,530	Interim of Tls. 3 1/2	7 %	Tls. 50
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$100,607 \$50,000	\$99,177	90 cents for 1903	8 1/2 %	\$10 1/2 buyers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	12 1/2 %	Tls. 31
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 100	Tls. 75	Tls. 30,098	Tls. 88,034	Interim of 5 % a/c 1898		Tls. 25 buyers
Lau-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	15,500	Interim of 4 % a/c 1898 on 6,000 shares		Tls. 32 1/2 sellers
Soy Chee Cotton Spinning Company, Limited	3,000	Tls. 500	Tls. 500	Tls. 5,618	Tls. 26,189	4 % for 1897		Tls. 170 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$0	\$10	none	\$11,121	Final of 60 cents making \$1 for the year ending 31.7.03	6 1/2 %	\$14 1/2 sellers
CIGARS AND TOBACCO COS.								
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000	Tls. 1,091	Final of Tls. 3 making Tls. 6	10 %	Tls. 60 sales
Alhambra, Limited	300	\$20	\$200	\$41,000	\$57	\$125 for year ending 30.6.1900		\$200
Philippine Company, Limited	7,500	\$10	\$10			First year		\$10 buyers
MISCELLANEOUS.								
Green Island Cement Company, Limited	100,000	\$10	\$10	\$350,000	\$32,115	\$1.50 for 1903	6 1/2 %	\$23 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	60 cents for 1903	7 1/2 %	\$8 1/2 buyers
A. S. Watson & Co., Limited	60,000	\$10	\$10	\$25,000 \$25,000	\$3,077	Interim of 50 cents for 1903	7 %	\$14 1/2 buyers
Watkins, Limited	10,000	\$10	\$10	\$1,802	\$1,042	\$5 for 1903	14 1/2 %	\$7 buyers
Singapore Dispensary, Limited	600	\$50	\$50	\$6,000		\$1 for year end d 31.7.1902		\$70
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$5,000	\$1,171	80 cents for 1903	9 %	\$9
Hongkong Electric Company, Limited	30,000	\$0	\$10	none	\$3,413	90 cents for year ending 30.4.1903	7 1/2 %	\$13 buyers
Hongkong & China Gas Company, Limited	30,000	\$10	\$5	none		{ 45 cents } for year ending 30.4.1903	6 1/2 %	\$7 buyers
Shanghai Gas Company, Limited	10,606	Tls. 50	Tls. 50	Tls. 8,500 Tls. 100,000 Tls. 108,172	£7,387	£1 div. and 2/- bonus for 1902		\$140 buyers
Shanghai Waterworks Company, Limited	7,000	£20	£30	Tls. 100,000 Tls. 140,000 Tls. 15,559	Tls. 7,548	{ Final of Tls. 3 1/2 and bonus of Tls. 1 1/2 } making Tls. 5 for 1903	7 1/2 %	Tls. 115 sales
Tientsin Waterworks Company, Limited	2,000	Tls. 10	Tls. 10	Tls. 10,000	Tls. 7,369	Final of 37/6 making 52/6 for 1903	7 %	Tls. 40 sales
Tientsin Native City Waterworks Company, Ltd.	2,944	Tls. 100	Tls. 100	none	Tls. 607	Final of Tls. 4 making Tls. 16 for 1903	12 1/2 %	Tls. 140 sales
Hall & Holtz, Limited	21,000	\$10	\$10	\$18,000	\$13,104	1/- for half year		Tls. 130 sellers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$50,000	\$8,395	Final of \$ 1/2 making \$3 1/2 for 1903	12 1/2 %	\$30
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000		\$10 for 1903	7 %	\$140
Hongkong Ice Company Limited	2,000	\$25	\$25	\$35,000	\$5,844	\$3.75 for 1903	8 %	\$47 sellers
Straits Ice Company, Limited	1,000	\$100	\$100	\$45,000		Final of \$12 making \$16 for 1903	7 1/2 %	\$10 buyers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$3,000		\$7 1/2 for second half year 1903	9 1/2 %	\$16 1/2 sales
Dairy Farm Company, Limited	10,000	\$7 1/2	\$6	\$1,000	\$1,783	\$2 for year ending 31.1.1903	6 1/2 %	\$300
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$1,000	\$5,029	\$ 1 for year ending 31.7.1.03	9 1/2 %	\$13 buyers
Hells Asbestos East Ry Agency, Limited	8,601	12/6	12/6	none	\$596	\$5 for 1903	8 %	\$37
United Asbestos Oriental Agency, Limited Do. Founders'	9,900 100	\$10 \$10	\$10 \$10	\$10,000 \$10,000	\$119	{ 50 cents } for year ended 31.5.1903	10 %	\$5 sellers
Hongkong Steam Waterboat Company, Limited	7,000	\$10	\$10	none	\$1,548	Final of 60 cts. making \$1.20 for the year	14 1/2 %	\$10 buyers
China Light and Power Company, Limited	15,000	\$10	\$10	none	Dr. \$7,053	None	8 %	\$15 1/2
William Powell, Limited	12,000	\$10	\$10	none	\$4,757	Interim of 50 cents for 1903/4	10 1/2 %	\$5 buyers
Mantschappi tot Mijn, Bosch en Landbouwex- ploitation in Langkat	25,000	Gs. 100	Gs. 100	Tls. 334,669	Tls. 27,187	First quarterly dividend of Tls. 10	14 %	Tls. 205 buyers
Shanghai Horse Bazaar Company, Limited	4,000	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,347	Tls. 5 for 1903	7 1/2 %	Tls. 70 buyers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	none	Tls. 3,388	Final of Tls. 5 making Tls. 10 for 1903	7 1/2 %	Tls. 112 buyers
Central Stores, Limited, Ordinary Do. Founders'	6,000 123	\$15 \$15	\$12 \$12	\$2,000	\$1,253	Final of \$1.20 making \$ 1.70 for 1903	25 1/2 %	\$20
E. L. Mondon, Limited	7,000	Tls. 50	Tls. 50	none	Tls. 3,535	Tls. 5 for 1902	12 1/2 %	Tls. 20 sellers
Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,942	Tls. 6 for 1903	9 1/2 %	Tls. 62 sales
Strait Brothers, Limited	10,000	\$100	\$500	\$16,000		\$10 for 1902	7 1/2 %	\$135 buyers
Straits Trading Company, Limited	250,000	\$10	\$10	\$650,000		{ \$1 div. and 25 cents bonus for half year } ended 30.9.1903	8 1/2 %	\$118 buyers
Fraser and Neave, Limited	4,500	\$50	\$50	\$16,110		\$5 div. and \$3 1/2 bonus for 1903	8 %	\$20 1/2
Maynard and Company, Limited	3,400	\$10	\$50	none		\$2 for year ended 31.10.1903	8 %	\$23 1/2
Shanghai & Hongkong Dyeing and Cleaning, Co., Ltd.	1,200	\$50	\$50			First year		\$50
South China Morning Post, Limited	6,000	\$25	\$25			First year		\$50